

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, WEDNESDAY, JULY 25, 1877.

日五月六年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

London: F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 20, Cornhill, GOLDEN & GORGE, Ludgate Circus, E.C. BATES, HENRY & CO., 4, Old Jewry, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.
NEW YORK: ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GOUGH, Melbourne and Sydney.
SAN FRANCISCO: American Posts generally: BEAM & BLACK, San Francisco.
CHINA: Searle, QUELTON & CAMPBELL, ANTHONY, WILSON, NICHOLLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALTER, Manila, C. HEINRICH & CO., Macao, L. A. DA GRATA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman: H. HOFFMANN, Esq.
Deputy Chairman: F. D. SASOON, Esq.;
E. R. BELMONT, Esq.; WILHELM REINERS,
W. H. FORBES, Esq.; Hon. W. KIRKWOOD, Esq.;
A. MOYER, Esq.

CHIEF MANAGER:
Hongkong, THOMAS JACKSON, Esq., Manager.

Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—LONDON AND COUNTY BANK.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate
of 1 per cent. per annum. on the daily
balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

For Sale.

AERATED WATERS, IN CODD'S PATENT GLASS STOPPED BOTTLES.

FROM the 1st July, the Price of all kinds of AERATED WATERS will be only
FORTY CENTS Per Dozen.
SARSAPARILLA WATER,
75 Cents per Dozen.

ED. CHASTEL,

2, Wyndham Street, opposite the
HONGKONG CLUB.
Hongkong, June 30, 1877. Jy30

FOR SALE.

TO CONTRACTORS, HOUSE-BUILDERS, SHIP-BUILDERS, AND CARPENTERS.

LANE, CRAWFORD & Co. have received a Shipment of FIRST-CLASS MANILA HARDWOOD, of Different Kinds, and of the Very-Best Quality, Suitable for HOUSE BUILDING, SHIP BUILDING, and for all kinds of Work requiring Timber of the most durable nature.

ALSO—

A Good Assortment of Logs and Planks of TEAK WOOD of the most Superior Quality.

LANE, CRAWFORD & Co.

Hongkong, July 12, 1877. Jy31

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s
Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEHN & Co.

Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I.,

A to K, with Introduction. Royal Svo.,

pp. 202.—ERNEST JOHN ETZEL, Ph.D.

Tübingen.

Price: TWO DOLLARS AND A HALF.

To be had from MESSRS LANE, CRAWFORD & Co., and MESSRS KELLY & WALTER, Manilla, C. HEINRICH & Co., Macao, L. A. DA GRATA.

Hongkong, February 8, 1877.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. Mossor, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on

THURSDAY,

the 26th day of July, 1877, at 11 o'clock a.m., at the Sales Rooms of the Undersigned,—

The American Barkentine

"ROSINA,"

Of 400 Tons Register or thereabouts, as she now lies in the Harbour of Hongkong, with Two Suits of Working SAILS, One Suit NEW SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her Appurtenances.

The Vessel was Remetalled and Repaired in New York, in December, 1874, and there classed "A1," for Four Years in American Lloyd's. She was again Remetalled and Repaired at MELBOURNE, in November, 1876, at a Cost of about £1,000 and supplied with the New Suit of Sails referred to at a Cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters' Association Limited, as being fit to Carry Dry and Perishable Cargo to any part of the World. She Carries 580 tons of Coals or 800 tons Light Cargo of 40 cubic feet, 9,000 piculs of Rice on 14 feet Draft. She is a fast Sailing Vessel, and is in Complete Order for Sea on the shortest notice.

She has Four BOW TIMBER PORTS, two in the Lower Hold 32 x 32 inches, and two in the Tween Decks 40 x 28 inches.

For further Particulars and Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.17.

The Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, July 13, 1877. Jy26

PUBLIC AUCTION OF LUMBER.

ANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the Godowns of MESSRS RUSSELL & Co., Wan Chai, on

THURSDAY,

the 26th July, 1877, at Noon,—About 3,000 feet of GEORGIA PITCH PINE PLANKS, Sizes 3 and 4 inch, In Lots to suit Purchasers.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, July 23, 1877. Jy26

GENERAL WEEKLY SALE.

ANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 27th July, 1877, at Noon,—An Assorted Invoice of FANCY GOODS, Comprising: Watch Stands, Purse, Harmoniums, Snuff Boxes, Maces, Cigars, Cigar Tubes, Albums, Walking Sticks, Pendulums, Toiletries, Toiletries, Pocket Flasks, Linen Handkerchiefs, Stockings, Lamp Chimneys, Soda Water Tumblers.

Also,

5 cases Vulcan Safety Matches.
20 boxes White Beans.
50 Lemans and Girard's Revolvers.
1 case Glass Ornaments for Ladies' Dresses.

etc., etc.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. The lot or lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, July 24, 1877. Jy27

Notices of Firms.

NOTICE.
MR. F. O. DITTMER is authorized to sign our Firm per Procuracion.

SANDER & Co.

Hongkong, June 23, 1877.

NOTICE.
FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREEN, are authorized to Sign the name of our Firm per Procuracion to Foochow, and Mr. F. E. EWELL at Amoy.

RUSSELL & Co.

China, June 1, 1877.

NOTICE.
MR. EDWARD BURKE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877.

Jy26

NOTICE.
BY Mutual Consent, the Firm of F. FREERKS, RODATZ & Co. has been DISSOLVED on This Day.

F. FREERKS,

G. C. F. RODATZ,

Hongkong, June 23, 1877.

NOTICE.
THE Undersigned, Establishing themselves This Day as SHIPCHANDLERS and GENERAL STOREKEEPERS under the Style and Firm of RODATZ & Co., have taken over the Business of the late Firm of F. FREERKS, RODATZ & Co.

G. C. F. RODATZ,

C. KOCH,

Hongkong, July 2, 1877.

Jy2

NOTICE.
THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 6, 1877.

NOTICE.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, or Liverpool, or at the principal Ports of INDIA and the EAST.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877. Jy22

NOTICE.

MRS. G. B. FALCONER, Widow and Administratrix of the late G. B. FALCONER (sole and only Partner of the Firm of GEORGE FALCONER & Co., Watch Manufacturers, Jewellers, &c., &c., Hongkong), and Mr. MATTHEW FALCONER, Brother of the Deceased, beg respectfully to intimate that they have agreed to CONTINUE the BUSINESS so long carried on by the late Mr. FALCONER.

In making this announcement, they have pleasure in stating that they have made such arrangements that the efficiency and high reputation formerly enjoyed by the Firm, will be maintained in its entirety in all its branches.

The Stock, as hitherto, will consist of FINE ARTICLES of the BEST QUALITY and WORKMANSHIP, and they hope to be favoured with a continuance of that patronage which was so liberally extended to the late Mr. FALCONER, and, in soliciting such, no efforts will be wanting to inspire that confidence on the part of their Customers which was so marked a feature in the Business as formerly conducted.

The Business will be carried on in the old Premises under the same Name and Style as hitherto, viz.,

GEORGE FALCONER & Co.

Hongkong, July 2, 1877. Jy2

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Underwriters with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profit reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. Jy1

DENTAL NOTICE.

ON and after the 29th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DU L'UNIVERS.

Hongkong, May 26, 1877.

TERMS OF PAYMENT.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. DJEMNAH.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gazelle*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Saturday, the 28th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. du POUHEY,

Agent.

Hongkong, July 22, 1877. iy28

BARQUE KAI-SOW, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,

Agents.

Hongkong, July 23, 1877. iy30

FROM LONDON AND SINGAPORE.

THE S. S. Glenroy having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shangai, unless notice to the contrary is given before 1 p.m. To-day.

Cargo remaining undelivered after the 30th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Agents.

Hongkong, July 23, 1877. iy30

FROM KURRACHEE.

THE British Barque Twilight having arrived from the above Port, Consignees of Cargo by her are hereby requested to send in their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, July 23, 1877. iy30

DANISH SHIP DORIS BRODERSEN, FROM SAIGON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co.,

Agents.

Hongkong, July 21, 1877.

BRITISH BARK ENID, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, July 7, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEE.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. du POUHEY,

Agent.

Ex "Pet Ho."

J. G. No. 1, 1 case Books, from Marseilles. Remedies & Co.,

Hongkong, July 14, 1877.

To-day's Advertisements.

PUBLIC AUCTION.

MESSRS LANE, CRAWFORD & Co. have been instructed to sell by Public Auction on

TUESDAY,

the 31st July, 1877, at 11 a.m. at Her Majesty's Ordnance Stores, Queen's Road East.—

The following UNSERVICEABLE GOVERNMENT STORES:—

Old Bedding, Blankets, Brass, Canvas, Copper, Cordage, Horse Shoes, Nails, Fowly Shoes, Horse Rugs, Parts of Harness, Cast, and Wrought Iron, Leather, Cotton Linen and Woolen Articles, Sand Bags, Waterproof Sheets, Steel, Timber, Tin, Tents, Zinc, Great Coats, Waterproof Ditty, Wicker Helmets, Cement Casks, Packing Cases, and various Miscellaneous Articles.

TERMS OF SALE.—Cob on delivery in Mexican Dollars weighed at 7.1.7. All faults and errors of description to be at purchaser's risk on the fall of the hammer.

F. C. P. SILVEIRA,

Senior Ordnance Officer.

Ordnance Office,

Hongkong, July 22, 1877. iy31

To-day's Advertisements.

FOR HOHOW.

The Steamship

"OLYMPIA."

NAGEL, Master, will be despatched for the above Port on FRIDAY, the 27th Instant, at 9 a.m. For Freight or Passage, apply to SIEMENS & Co., Hongkong, July 25, 1877. iy27

NOTICE TO CONSIGNEE.

THE BRITISH BARK PENSHAW, FROM ANTWERP.

CONSIGNEES of Cargo by above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,

Agents.

Hongkong, July 25, 1877. iy28

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$2.50 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held To-day, will be payable TO-MORROW and after, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Shareholders are requested to apply at the Secretary's Office for Warrants.

By Order of the Board of Directors,

LOUIS HAUSCHILD,

Secretary.

Hongkong, July 25, 1877. iy26

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3%, or \$2.25 per SHARE, Declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY, the 27th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, July 25, 1877. iy26

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3%, or \$2.25 per SHARE, Declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY, the 27th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, July 25, 1877. iy26

NOT Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

MATCHLESS, American ship, Capt. John C. Davies.—Douglas Lapraik & Co.

LEADING WIND, American ship, Captain F. M. Hinckley.—Meyer & Co.

JAGO, Russian ship, Capt. C. F. Moberg.—Order.

ENID, British bark, Capitain Braithwaite.—Arnhold, Karberg & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Wieland & Co.

ANTWERP, British barque, Capt. Atkins.—Melchers & Co.

MIGNON, American 3-m. schooner, Capt. L. H. Soule.—Order.

NOETHER STAR, British barque, Captain John Worley.—Order.

DORIS BRODERSEN, Danish ship, Captain S. Nielsen.—Order.

TWILIGHT, British barque, Capt. Dalary.—Jardine, Matheson & Co.

PENSHAW, British barque, Captain John S. Atrey.—Meyer & Co.

Hongkong, July 25, 1877. iy26

SHIPPING.

ARRIVALS.

July 24, Penshaw, British barque, 729, John S. Atrey, Antwerp April 14, General.

July 25, George, German barque, 760, H. Stiefens, Cardiff March 20, Coal.

MELCHERS & Co.

July 25, Rapid, Siamese barque, 429, F. Hunt, Bangkok July 9, General.—Tack Me Ho.

July 25, Sundz, British steamer, 1108, Reeves, Yokohama July 18, Mail and General.—P. & C. S. N. Co.

July 25, F. Scarpe, Italian barque, 484, D. Gargiulo, Bangkok July 11, Rice.

CARLOWITZ & Co.

July 25, H. M. S. Moorhen, from a cruise.

A British barque coming in West.

DEPARTURES.

July 25, Marisela, for Amoy.

25, Fortune, for Chefoo.

25, Angoutwa, for Bangkok.

25, Tching Tung, Chinese gunboat, for Canton.

25, Yesso, for Coast Ports.

25, Glenroy, for Shanghai.

25, Therese Behn, for Haiphong.

25, Chow Sue, for Canton.

CLEARED.

Wealthy Pendleton, for Guam.

Alphonso, for Haiphong.

St. Joseph, for Whampoa.

Ceres, for Haiphong.

PASSENGERS ARRIVED.

Per Sando, from Yokohama, Messrs J. Watson and Rowan.

Per Rapid, from Bangkok, 40 Chinese deck.

DEPARTED.

Per Glenroy, for Shanghai, Mr Black.

Per Yesso, for Coast Ports, 1 European, and 150 Chinese.

SHIPPING REPORTS.

The British barque Penshaw reports:

Passed Anjer on 9th July, had light winds and very fine weather all the way up the China Sea.

The German barque George reports:

Strong S.W. monsoon till Macaofield Bank, from there to port light variable winds and calms.

The Siamese barque Rapid reports:

Strong S.W. monsoon till Macaofield Bank, from there to port light variable winds and calms.

The British steamer Sunda reports:

Fine weather and Southerly winds.

CARGO.

Per S. S. Gaedic, sailed 17th July, 1877.

For Yokohama, 20 cases Oast Oil, 1,770

pks. Sugar, 38 bales Sunflower, and 265

pks. Merchandise. For San Francisco,

2,527 bags Sugar, 1,925 bags Rice, 422 bags

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offence, when he pleaded that he was only a collector of old rags and was discharged then. He also denied the charge of begging now, saying he was only asking a gentleman who was smoking to give him the end of the cigar. The Magistrate discharged him again, but warned him that if he should ever be brought up again, "he would be deported from the Colony."

A PORCINE CASE.

John Spadding, seaman American barque James E. Stone, was charged with assaulting a Chinaman named Lam Afong, who was employed in a roast-meat shop, at East Street, Taipinghan. Spadding got some roast pork to eat, but he would not pay for it. When he was called upon to pay, he struck the man on the face, cutting his eye.—P. C. Penn stated that he was on duty when he heard a great noise in East Street. He went to the spot and saw the defendant attempting to strike anybody he came across, and the complainant was bleeding from the eye. The defendant was drunk but was not incapable. He gave a great deal of trouble to take him to the Station. Fined \$5, or 14 days' hard labour.

A GAME OF SKILL.

How Ang and Leong Mui, coolies, were charged with gambling at Yowmahte. A number of men were collected at the place—where boats generally take refuge in typhoon times. The defendants urged that they were only playing at dominoes for amusement; the night was hot and they were only playing for amusement. Discharged with a caution.

RETURNING FROM DEPORTATION.

Chun Aon, hawker, was charged with having returned from deportation. He was convicted on the 26th January 1874, and was afterwards deported. He was committed for trial.

LARGENT.

Three Chinese fishermen were brought up, charged with stealing a wooden anchor from one Lee Ang, who was a farmer living near Whiffield Station. The 1st did not know anything of the affair and was discharged. The 2nd was the owner of the boat, and he said the anchor came up with a rope of his. He had a good mind to return it, but he did not know whose it was. The 3rd was a steersman employed by the 2nd, and he knew that the anchor was being taken up. They were sent to three weeks' and one week's hard labour respectively.

In connection with the above case, a second charge was preferred against the 2nd defendant for stealing a quantity of clothing from a boatwoman, and he was sent to one month's hard labour, to take effect after the expiry of his sentence in the first case. Another man who received the property from him was sent to 21 days' hard labour.

ROGUES AND VAGABONDS.

William Springer, Thomas Ryle and John Charles, described as seamen unemployed, were again brought up for being found on the hill-sides. The first had said that he ran away from the *Leading Wind*, the 2nd from the *Beted Will*, and the 3rd from Shanghai, having deserted his ship there. P. C. No. 92, Stewart, said to-day that he had been to the U. S. Consulate about these defendants, and he learnt that the 1st defendant's real name was Shee; he had been put on board a fortnight ago, and the Consul wished him to be kept in custody until he was required, and that his expenses of keeping would be paid. As to the 2nd defendant he did leave the *Beted Will* as far as witness could learn, but as regards the 3rd he could not find out anything.—The Magistrate remanded the 1st defendant till the 26th for an officer from the *Leading Wind* to attend, and notice to this effect was sent to the U. S. Consul. The 2nd and 3rd were sent to 14 days' hard labour as rogues and vagabonds.

CORRESPONDENCE.

CANTON JOTTINGS.
To the Editor of the "CHINA MAIL."

Hongkong, July 25, 1877.

SIR.—In your notice of the celebration of the last Fourth of July, you remarked the I may say, unprecedented circumstance of the *Victor Emanuel* hoisting the Stars and Stripes in the absence of any American man-of-war in the harbour. Evidently a "change over the spirit of the dream" has or is coming, and the tie of affinity between John Bull and Jonathan appear to be more substantial and genuine now. You will therefore not be surprised to hear that at Shamian Church the venerable Archdeacon Gray connects now the President of the United States with the Queen of England in the course of divine service. This is no doubt a high compliment to the American community of Canton, and in the meanwhile proves how liberal-minded the venerable gentleman is. In concluding a very impressive discourse on Sunday last, he alluded, in touching words, to the death of the Rev. C. E. Frost. As a contemporary to him in the commencement of their respective ministerial careers in Canton, "he is gone," said the Archdeacon, "and I am left." The last words of the venerable preacher I was unable to catch. To the occasional visitor to the City of Rams I may suggest not to take any fan with him to the Church, as the neat little chapel contains no less than ten puntahs, and a fan to each pew.

The modern Solomon's Temple is not yet completed. You will no doubt understand that I refer to the French Cathedral. Apparently a good deal is yet to be done to this model church in the East. The building of it possesses quite a history. What the French wish to do with their ground at Shamian, is a question that suggests itself to one when he crosses over the river. The English concession appears to have no more spare lots for sale, and Honan is almost deserted by foreigners. Instead of a Steam Laundry Company I would suggest the lease of the French Concession at Shamian, for a first-class Hotel to be built there. The promoters of such a scheme, I think, will meet with greater success than by interfering with the daily bread of our dhooby-wallahs.

I have just looked at my watch, and it directs me to lay down my pen, which I do, as I know the remainder of my "notes" will keep, like port wine, I must however, tell you, that the Canton observatory no cyclone was anticipated.

AN OCCASIONAL TRAVELLER,

Japan.

(*Japan Mail*, July 14th.)

Yesterday afternoon (July 16th) the United States Consul-General heard a charge brought by George Miller, stevedore, and his wife, against three seamen of the U. S. S. *Zanessee*, McAdams, Mooney and Moore, for assault and battery. Mrs. Miller said that while she was sitting in a *jinrikisha* near the English hotel on Monday morning last waiting for the return of her husband from board ship, one of the accused named McAdams accosted her and demanded the return of some two dollars which he said she owed him from the night before. As McAdams was quite a stranger to her, she told him so and assured him that she was not in his debt to her knowledge. After giving vent to a tirade of foul words and unclean abuse, Mrs. Miller said that McAdams, with the assistance of another seaman named Moore who came up at this moment, capized her *jinrikisha*, so that she was pitched into the street, receiving several bruises in consequence. Mr. Miller now made his appearance and a general scrimmage took place, in which Mr. Miller was severely kicked and had to take refuge in the boat house.

The evidence for the defence was of a very contradictory nature, and in the end the Consul-General, who characterized the assault as a disgraceful act, unworthy of men and American seamen, sentenced McAdams and Mooney to ten days' imprisonment, three to be passed on bread and water. Moore was discharged.

An action was brought by Messrs Lane, Crawford & Co., against J. H. Macgregor, in the American Consular General Court yesterday, to recover the sum of \$134.57, balance of two accounts rendered. Defendant admitted one bill and stated his willingness to pay the amount as soon as he had earned the money, but the other he claimed to have already paid. After hearing the evidence, which General Van Buren characterised as being too equally balanced to admit of any decision other than more guess-work, the case was adjourned. The litigants in the meanwhile were advised to come to some amicable arrangement out of Court. We have since heard that this has been effected.

A government notification has been issued to the effect that the exportation of saltpetre, temporarily authorized in 1873, is now again interdicted until further notice.

THE INSURRECTION IN JAPAN.

(*Tokio Times*, July 14th.)

Confident hopes are entertained of the practical termination of the war in Kiushu before the end of this month. That ineffectual guerrilla conflicts may continue for a long period is recognised as possible, but the destruction of the last organised body of the rebels is anticipated in one more general engagement. The final rallying place is thought to be Miyako no Jo, near Nobuoka, a strong position in Hiuga. Saigo seems to have been lost sight of for the last few weeks, even by his own adherents, but this must not be taken as positive evidence of his inactivity, and still less of his death, as many have supposed it might. The Court is still held at Kioto, whether some of the new foreign ministers have travelled to present their credentials. Renewed preparations for the Emperor's return to Tokio are, however, in progress.

LONDON GOSSIP.

June 15, 1877.

Major Adeane Barlow, having escaped from Egyptian bondage, is (says *Mayfair*) now on the high seas, and means himself to arrive at the Victoria Docks in *Agra* on June 15. He is to meet his London friends at the Old Wanderers' Club, and tell the story of his peril and hairbreadth escapes. The *Whitehall Review* is informed that Austria is not only making preparations for the mobilisation of her army, she is also actively engaged in equipping her navy. All monitors and ironclads are being prepared for service. The monitor *Tegether*, which is on the stocks, is being rapidly completed. She will be the largest monitor in the Austrian fleet, and will cost 5,000,000 florins. Her armament will consist of 14-inch plates, each plate costing 10,000 florins. Upwards of 100 such plates are required for the vessel's defence, and even then she is not torpedo-proof.

At a certain vestry meeting, a discussion arising as to the advisability of placing a wall round a cemetery, and the question of expense being mooted, further argument was precluded by one elderly warden who exclaimed, "What is the use of a wall? Why, them as is inside can't get out, and I'm blessed if them as is outside is anxious to get in!" On June 9 Mr. Felix Rogers, of Sanger's Amphitheatre, sailed in a tub, accompanied by four geese, from Battersea to Westminster Bridge. The tub was two feet deep by two feet six inches in diameter, and it was balanced by heavy weights, four geese being harnessed in front. The actor was dressed in a naval captain's attire, and sat on a seat fixed across the centre of the tub. The start took place at twenty minutes to two on the ebb tide, which was flowing strong enough to carry the tub steadily along, towards drawing it, their heads being as often as not turned towards the occupant. It was a few minutes after three when the tub passed under Westminster Bridge, and it was carried as far as a large timber wharf on the Surrey side before a landing could be effected. After some delay Mr. Rogers was not safely into a boat and rowed to the Westminster Bridge steps, where he landed. The shady corner of the Park, opposite St. Paul's Gate, is more frequented this year than ever, and every Sunday afternoon fair women and brave men, not to speak of over-dressed children, muster there in great strength. The chairs are closely packed, and locomotion is a slow process, so one overhears curious scraps of conversation occasionally. I was much amused last Sunday by hearing a young lady say to an admirer, "Hush! beware of the torpedo," and on his asking for an explanation, she answered, "Oh, it's only our new name for mamma, because she blows us up so."

The following entry (*Mayfair*) appeared the other day in an orderly book at Chatham:—"The late Private Jones of the 7th Regt., to be attached to the 29th Regt. for interment." Could the force of red tape go further? That a dead soldier should have to be "attached to another regiment" before he can be buried! We can only say, with Domini's Sampson, "Prodigious!"

We are shortly to receive a visit from the Rev. Phoebe A. Homerford, a gentle American female parson, duly ordained to the ministry by the Rev. John Adams and the Rev. Olympia Brown, of Houghton

Church, Massachusetts. The Rev. Phoebe has acquired a reputation both as a preacher and as an author. In the former capacity she officiates regularly at the Church of the Good Shepherd, Jersey City, of which she is, or rather was till the other day, the pastor, and her popularity may be gathered from the fact that her pew-rents bring her in a net income of 25,000 dollars a year. As an author the reverend lady is known best by her "Life of Lincoln," "Life of Peabody," and "Women of the Century." There has been, unfortunately, a split among the congregation of the Church of the Good Shepherd on the question whether male or female preachers are the more desirable. The matter was decided in favour of the males by the narrow majority of five. The minority have now seceded, and resolved to build a new church for themselves, of which the Rev. Phoebe is to be sole pastor. The fair shepherdess has seized the opportunity of paying a visit to England while the church is in process of building; and she intends to demonstrate to benighted Britons the mistake of allowing males to monopolise the pulpit.

At Aldershot a systematic attempt is being made to reduce mess expenses. It has been much the fashion of late years for every regiment quartered in a camp or large garrison for the officers of each regiment to invite to dinner the officers of every corps on its first arrival. The expense is very great, for it is of course indispensable that return dinners should be given; and the result is a series of "big drinks" and enormous mess bills, which are rarely on an average below 13/- a month at stations where many regiments are quartered. General Herbert has endeavoured to stop this extravagance at Dublin, and at Aldershot Sir Thomas Steele has issued an order that no regiment shall issue an invitation to another without it has previously obtained sanction.

A very serious defect has been made manifest in the Martini-Henry rifle. It has been found that the "striker" of the lock is very apt to break, and thus to render the weapon absolutely useless. To such an extent has this taken place that in one battalion of Guards as large a proportion as ten per cent. of the rifles have been found to be disabled from this cause.

A party of tourists was one night doubled up in the few rooms found at command, and had to chum together as best they might. An evangelical parson and an anything but evangelical Yankee were thus bedded in the same room. On the following morning the Yankee jumped out of bed, and immediately began to dance about and to curse and swear in the most horrible manner. The parson put his head out from beneath the clothes and rebuked him, saying, "Think, my friend, if you begin the day in this manner, how are you likely to end it?" "Well," said the Yankee, "I guess if you'd jumped out of bed on to the business end of a tank you wouldn't begin the day with the Lord's Prayer."

The following distressing story may be relied upon:—A well-known and highly-honoured General who has grown grey, bald, and deaf in Her Majesty's service was dining recently at a military banquet over which H. R. H. the Duke of Cambridge presided. After dinner the Duke made one of those happy little speeches for which he is famous, and the General, anxious not to loss any word of it, adjusted to his ear a silver trumpet, with which he is privately provided for extraordinary occasions. And now comes the distressing part of the story. A hurried and probably short-sighted waiter, carering round the table to replenish the glasses for the toast, saw the trumpet, took it for a glass, and with one cant of a large-mouthed jug filled it to the brim with dry champagne!

IRONCLADS AND TORPEDOES.

Writing from Hiroshima, on June 7, the correspondent of a contemporary gives the following account of the fitting up of torpedoes from the Danube by the Turks:—

For some days past the Turks have been prevented moving their war steamers *Olidge*, *Ati*, and *Fathul Selim* from opposite the village of Kiale, four hours below Hiroshima, on account of the dread of torpedoes placed close to Ibrahim, and other portions of the river. It was, therefore, determined to make a search for torpedoes by means of ten cañon boats. Several were discovered, and were fished up. The steamers then followed the boats, moving cautiously. They were joined on their way by two monitors and ironclads, which were sent to assist in the search.

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coming into collision with the boat-chains, the Ottoman gunners had sufficient time to depress their guns and open fire on the assailants & destructive fire, the range being easily ascertained by the distance at which the chained boats were moored. Having had so warm and unexpected a reception, the Russians sought safety in a confined and hasty retreat, which they ultimately effected with the loss of three launches; the crews were, it is believed, all drowned. The Turks made six prisoners, one of whom is an American. This great success demonstrates the possibility of protecting ships at night against torpedo attacks. Hobart Pasha has now devised a means of protecting the Sulina Harbour, also the ironclads when under steam.

WARLIKE INVENTIONS.

The subject of light as a means of preventing the approach of torpedo craft towards a ship in the night seems to have attracted the attention of numerous inventors. One of the most simple and ingenious contrivances for the purpose of investing a fleet with a zone of light through which no enemy could pass without being observed, has been devised by M. Ferdinand Silas of Vienna. M. Silas's inexhaustible lighting shell is similar to a common shell bomb, but is made of a thin skin of iron plates, sometimes in one, sometimes in two or more layers, connected together by broad plates fastened at right angles to the two skins. By this means a number of shells or compartments are formed, and Mr. Russell would make each of these of just sufficient size to hold a single plate. To use his own words, "this system of incorporating the steel armour or the iron armour inside the hollow walls of the ship's side would add to the strength of the ship's structure, and the ship's structure would enclose the armour without piercing it with holes and making it crack, and if it were cracked by some extraordinary forces the two or more pieces of the cracked plate would still be secured fast in place, and would still be there to receive the blow of the next shot with diminished strength, but not destroyed nor removed. This, I think, will be the way in union with casemates to make both the ship the strongest and safest and the armour most effective, secure, and durable." With regard to the material of which this armour should be made Mr. Russell is apparently of opinion that it should be of steel, provided it is disposed in the manner he advocates. The recent experiments at Spezia proved very conclusively that properly tempered steel possesses a much greater resisting power than any description of iron. Projectiles impinging upon it with high velocity appear to break up, instead of expending the whole of their energy in penetrating the plate. On the other hand, the steel plate itself suffers more severely than one of wrought iron. The harder plate cracks and becomes fissured, the crack continuing to extend for some time after the blow has been struck. When, however, it is enclosed and supported and kept in its place in the manner suggested, this shattering of the armour will be of less importance, and although undoubtedly still an evil, will be more than counterbalanced by the greater resistance offered to the projectile.

THE MAN-OF-WAR OF THE FUTURE.

The British man-of-war of the future, as sketched by Mr. Scott Russell in a paper read by him last week, on the "Development of our Modern War Fleet," before a meeting of the members of the Royal United Service Institution, differs in so many essential particulars from any ship now afloat or on the slips, that the design, coming as it does from so eminent an authority, deserves attentive consideration, even by those who are by no means disposed to accept it as a satisfactory solution of a much vexed question in naval architecture. The peculiar features of the ship proposed by Mr. Scott Russell are that, in the first place, the whole of the interior is divided into a number of watertight and air-tight casemates; and that, secondly, the armour plates, instead of being, as they are at present affixed or bolted to the hull proper of the vessel, shall be incorporated within the structure of the iron plates of which the sides of a modern ship is built up. Minor points, in which Mr. Scott Russell's proposed man-of-war differs from those at present existing, are—the form given to the stem, the appliances for steering and manoeuvring the vessel, the shape and size of the port-holes, the fittings of the gun carriages, and the material of which the armour plates are made. All these latter, however, are mere questions of detail, and the improvements suggested, if indeed the proposed alterations should prove on examination to be really improvements on the present arrangements, might be readily embodied in ships built in other respects according to recognized types. The two first-named principles adopted by Mr. Russell involve, on the other hand, a complete change in the design and structural arrangements of our sea-going men-of-war, and are consequently the points which are especially deserving of notice. To begin with the casemate system, which Mr. Russell would have us adopt, his plan, explained in a few words, consists of dividing each broadside of the ship into a number of small compartments, enclosed on all sides by armoured walls—in front, supposing we are looking outwards, by the ship's side; on the sides by transverse armoured bulkheads; and in rear by a longitudinal armoured bulkhead. Each of the armoured rooms thus formed is to be of sufficient size to allow a heavy, large-bored broadside gun to be worked in it; the space necessary being assumed by Mr. Russell to be twelve feet wide by eighteen or twenty feet long. Thus each gun will be completely isolated from its neighbours. A shell exploding in one compartment will not reach the others, water entering one will remain there and not spread to the others. If the enemy aims well and his projectile pierces the ship, one of the gun will be disabled and its crew placed *hors de combat*, or may be all killed; but that will be the extent of the damage done. If, for instance, the armament of our ship consists of forty guns in forty such casemates, we shall lose one of them, but we shall retain the use of the other thirty-nine. Such, at least, are, briefly summarised, the advantages which Mr. Russell claims for his system. But these casemates are not to be confined to the gun deck only. Each casemate is to have below it an under-water compartment, containing all shot, shell, charges, and stores pertaining to the gun in the upper compartment, and the crew which are to work that gun. There is to be natural communication between the gun casemate and the magazine casemate below it, and there is to be communication from the former to the upper deck; but beyond these there is to be no entrance into the compartment in which the gun is worked.

The Turks, obeying Hobart Pasha's predestination instructions, had their vessels encircled by boats, which were connected by chains, thus completely surrounding their ironclads and gunboats. The first Russian launch, checked by the connecting chain, succeeded in sending out only one torpedo, which struck the foremost ironclad, doing little damage. The alarm having been given by the enemy's transports

knows all he should, and has complete command of his gun and gunners below. The hold of the ship is to be divided into similar compartments, by continuing the transverse bulkheads which form the sides of the under-water casemates right across the vessel. And by this plan, Mr. Russell asserts, "the whole will be one homogeneous structure of wrought-iron plate, disposed in the best way, without waste of weight, and each part contributing its full share to strength, safety, and effect."

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